

WOMEN KILLED IN CABINS BY IMPACT

SHOCK ENDS GAY FETE IN MUSIC ROOM

Women in Evening Dress Rushed to Boats in Freezing Weather While Men Battled.

TITANIC RENT IN TWO BEFORE FINAL PLUNGE

Two Explosions on Board the Doomed Ship Were Heard as She Was Sinking.

(Continued From Page One.)

In many cases the sailors who manned the boats deliberately went on heedless of all applications, for their craft was full. One boat was observed to overturn. What caused it is not known—probably a number of men in the sea struggling to board her.

Several more pistol shots were heard on board the ship. And suddenly above the murmur of the sea and the crunching of the ice floes, there rose a steadily increasing cry from the doomed ship—a cry in which hundreds upon hundreds of voices mingled.

And the women in the lifeboats were screaming, each to her husband or her brother: "Jump, we'll pick you up," was heard on every side.

The screams of men and women on the Titanic began to increase in volume. From the lifeboats the huge liner loomed a mass of blackness dotted with a few tiny lights. None of these illuminations were sufficient to reveal either face or incident. But these lights were steadily sinking.

In the hurry of embarking one of the lifeboats had been lowered without a single sailor in it. Three men had been picked up by this boat, but the women were rowing. And the women between the thwart were screaming to their loved ones in agony.

Then suddenly above all the wailing of that desolate scene there rose the strains of the ship's band, playing "Nearer, My God, to Thee."

And for the first time those in the boats realized that those who were left behind knew that they were doomed. A few voices rose in accompaniment to the melody. The chorus swelled louder and louder. The lights sank lower and lower.

The lifeboats were pulling from the scene as fast as they could. But while they were still within sight of the ship the lights went out with startling swiftness.

The screams and shouts of those on board still resounded through the air. The last light went out and the music ceased.

The peerless Titanic had sunk.

Say Captain Shot Self.

One of the most sensational stories that came from the Carpathia was one that Captain Smith and the first officer and the chief engineer had shot themselves when they realized that the ship was doomed. These reports could not be confirmed; in fact, they were denied by most of the passengers, although one or two said they had heard there was some shooting.

The Titanic's four rescued officers were placed aboard the Star liner Lapland for the night. They refused to talk, saying they were under instructions to give no information except to the senate committee.

Speeding to Break Record.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam on but she was under orders from the general officers of the line to make all the speed of which she was capable. This was the statement tonight of J. P. L. Moody, a quartermaster of the vessel and helmsman on the night of the disaster.

He said the ship was making twenty-one knots an hour and the officers were striving to live up to the orders to smash the record to midnight," said Moody. "I was on the bridge with the second officer who was in command. Suddenly he shouted, 'Port your helm.' I did so, but it was too late. We struck the submerged portion of the berg.

"Of the many accounts given by the passengers most of them agreed that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel for the blow was a glancing one along the side. The accounts also agree substantially that when the passengers were taken off the lifeboats there was no serious panic and that many wished to remain on board the Titanic, believing her to be unsinkable.

"It was terrible," said Miss Slater, who had come home in England to visit a brother, an architect, in this city. "From the moment the vessel struck or as soon as the members of the orchestra could be collected, there was a steady round of lively airs. It did much to keep up the spirits of everyone and probably

the examination would be determined after the preliminary hearing. Mr. Smith also was questioned as to the speed at which the Titanic was proceeding when she crashed into the berg. He said he had asked Mr. Ismay, but declined to say what Mr. Ismay's reply was.

HEARD SHOTS AND SAW MEN FALL TO DECK

NEW YORK, April 18.—The sufferings of the Titanic's passengers when taken off the lifeboats by the Carpathia was graphically told by John Kuhl of Omaha, Neb., who was a passenger on the latter vessel.

Many of the women, he said, were scantily clad and all were suffering from the cold. Four died on the Carpathia as a result of the exposure.

"In spite of the suffering and the crowded conditions of the boats," said Mr. Kuhl, "the utmost heroism was displayed by all the unfortunate. When they were lifted to the deck of the Carpathia many of the women broke down completely and there were many touching scenes. Many of the women were incoherent and several were almost insane.

Of all the heroes who went to their death when the Titanic dove to its ocean grave, none, in the opinion of Miss Hilda Slater, a passenger in the latter ship, was put off deserved greater credit than that of the vessel's orchestra.

According to Miss Slater, the orchestra played until the last. When the vessel took its final plunge the strains of a lively air mingled awfully with the cries of those who realized that they were face to face with death.

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MRS. ASTOR TALKS IN DOCTOR'S CARE

Mrs. John Jacob Astor, a survivor who praises bravery of men. Below is husband who sank to death with the Titanic



NEW YORK, April 18.—While utterly exhausted from her experiences, Mrs. John Jacob Astor was declared tonight by Nicholas Biddle, a trustee of the Astor estate, to be in no danger whatever. Her physicians, however, had given orders that neither Mrs. Astor nor her maid, who was saved with her, be permitted to talk about the disaster.

On landing from the Carpathia, the young bride, widowed by the Titanic's sinking, told members of her family what she could recall of the circumstances of the disaster. Of how Colonel Astor met his death she had no definite conception.

She recalled, she thought, that in the confusion as she was about to be put into one of the boats, Colonel Astor was standing by her side. After that, as Mr. Biddle recounted her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sinking steamer.

Mrs. Astor, it appears, left in one of the last boats which got away from the ship. It was her belief that all the women who wished to go had been taken off. Her impression was that the boat she had left in had room for at least fifteen more persons. The men, for some reason which, as she recalled it tonight, she could not and does not now understand, did not seem to be at all anxious to leave the ship. Almost everyone seemed dazed.

"I hope he is alive somewhere. Yes, I cannot think anything else," the young woman said of her husband to her father as she left the latter to go to the Astor home, according to some who overheard her parting remarks.

The chief stewardess of the Titanic, who came in on the Carpathia, says she saw John Jacob Astor standing by the life ladder as the passengers were being embarked. His wife was beside him, the stewardess said. The colonel left her to go to the purser's office for a moment and that was the last seen of him.

When the ship struck the iceberg, Miss Slater went on deck, but was ordered to go back to bed, which she did when being asked one of the boats and there was a brief revolver fire; many men fell under it. The prompt and drastic action of the officers restored order.

"There were many touching scenes as the boats pulled off. I saw Colonel John Jacob Astor and his young wife into a boat tenderly and then ask an officer whether he might also go. When permission was refused he stepped back and looked at his wife and said, 'Good-bye, dearie,' he called gallily, as he lit a cigarette and leaned over the rail. 'I'll join you later.'

"Another man, a Frenchman, I think, approached one of the boats about to be lowered. He had with him two beautiful little boys. An officer warned him back sternly. 'Bless you, he said, 'I do not want to go, but for God's sake take the boys. Their mother is waiting for them in New York.'

"The boys were taken aboard." Miss Slater dwelt at length on the large percentage of the crew saved. On the boat that carried her away from the sinking ship were nine other women and more than forty men stokers.

CAPTAIN SMITH WARNED DEFIES THE ICEBERGS

By International News Service. NEW YORK, April 18.—Robert Williams Daniel, a banker of Philadelphia, who was on the top deck, deck A, and who understands wireless telegraphy, worked coming over on the ship as a



Cotton at once communicated with the Carpathia's officers and her course was at once changed in the direction of the Titanic at full speed of eighteen knots for the full distance between the intervening boats of the two ships.

Before Cotton could make a reply to the C. Q. of the Titanic said: "It is all right, we are coming."

Cotton sent word of the coming of the Carpathia. No further communication was made until the Carpathia was within sight of the Titanic.

The Titanic's speed of twenty-three knots an hour never was slackened and she was going at that speed when she struck.

S. V. Silverthorne of St. Louis was one of three or four sailors passengers on the Titanic who saw the deadly iceberg just after the collision.

"I was in the smoking room reading, on the bridge which was lit by two tables," he said. "When the crash came I said: 'We've hit something,' and went out on the starboard side to look. None of us was alarmed. It occurred to me that we might have bumped some small craft."

"I went back in the smoking room with the others. One of the bridge players had not left the smoking room at all and was waiting impatiently for the others to come back and resume the game. They returned and took up their hands and were all about to settle down when an officer ordered us on deck and told us to get into the boats.

"There not being enough women on deck to fill the first order, we did not like the idea of leaving the ship then."

(Continued on Page Eight.)

pastime in assisting Phillips, who was the wireless operator on the Titanic, the man who sent out the "S. O. S." in his statement, he says:

"The Titanic shortly before the accident was running at twenty-five knots an hour. This speed was maintained high under the circumstances. An hour and a half before the accident the officers on the bridge had been notified that there were icebergs on the direct route through which the Titanic would pass.

This warning was given by wireless messages from steamships which had passed through the ice or had skirted it.

"When the collision occurred there was not a very great change. There was no warning by anyone on duty at that time that the iceberg was there. The shock surprised everybody, but did not startle them. There was no panic at that time. The officers and seamen went through the ship, calmly notifying the passengers that there had been a slight accident, but said that there was not the slightest danger. Captain Smith was on the bridge with his first officer and calmly sent out orders through his subordinates as to what should be done to maintain discipline on the steamer.

"The vessel began to sink slowly at the bow. An investigation made by the ship's carpenter showed that the Titanic had been ripped on the starboard side

RIGHT NUMBER OF THE VICTIMS

Newspaper Man Arriving on Carpathia Relates Details of Titanic Horror and Largely Increases Death List.

(By Charles F. Hurd, Post-Dispatch Staff Reporter, Who Arrived on the Carpathia Tonight.)

NEW YORK, April 18.—Seventeen hundred and twenty-six lives were lost on the Titanic, which struck an iceberg at 11:45 p. m. Sunday, and were at the ocean's bottom two hours and thirty-five minutes after. Of the Titanic's 211 first cabin passengers, 212 were saved; 154 of them were women and children, and of the 262 second cabin passengers 115 were saved, 102 of them women and children.

Of the third class passengers, 800 in number, 136 were saved, 85 of whom were women and children. Of 855 officers and crew, 159, including 22 women, were rescued.

No survivors can question the courage of the crew, hundreds of whom gave their lives with a heroism which equaled, but could not exceed, that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of cabin passengers.

Boilers Exploded.

The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted icy water, which caused the boilers to explode, and these explosions broke the ship in two.

The crash against the iceberg, which had been sighted at only a quarter of a mile, came almost, some say, with the click of the levers operated from the bridge which stopped the engines and closed the air-tight doors.

Captain Smith was on the bridge a moment later. He summoned all on board to put on life-preservers and ordered the lifeboats to be lowered. The first boat had more male passengers, as they were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began the "women first" rule was enforced. Officers drew revolvers, but in most cases there was no use for them.

Revolver shots heard shortly before the Titanic went down caused many rumors, one that Captain Smith had shot himself, another that First Officer Murdoch had ended his life, but members of the crew discredit these rumors.

Went Down With Ship.

Captain Smith was last seen on the bridge just before the ship sank, leaping only after the last boat had been washed away. What became of the men with life preservers was the question asked by many since the disaster. Many of those with life preservers were seen to go down despite the preservers, and dead bodies floated on the surface as the last boats moved away.

It is said positively the ship's strong band gathered in the saloon near the end, and played "Nearer, My God, to Thee."

Mrs. Isidor Straus refused to leave her husband's side and both perished together.

Harold Cotton, the Marconi operator of the Carpathia, did not get to bed at his usual time Sunday night and as a result caught the first message of the Titanic's plight. He had been relaying messages to the Titanic and was on duty when shortly after 11 o'clock the Titanic operator good night just as he was about to take the receiver off his head.

"C. Q. D." call sounded. This was followed by the words, "We've hit something, come at once."

Wireless Call.

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Henry B. Harris, Victim of Titanic Disaster



Considered Most Successful Theatrical Producer of Recent Years in America.

AMONG men of nation-wide prominence who went to their death on board the ill-fated Titanic, after proving their heroism, was Henry B. Harris, who was one of the best known, and probably the most successful theatrical producers in the United States. Mrs. Harris, who was returning from England with her husband, is one of the survivors on board the Carpathia.

In the weekly bulletin issued in the interest of the Henry B. Harris theatrical attractions, sent out from New York on April 11, appears the following item:

"Henry B. Harris, the well known theatrical manager, sailed from Southampton on April 10 on the White Star Titanic, the largest vessel in the world, and will arrive in New York on April 17. This is the maiden trip of the Titanic, and Mr. Harris, in order to be among those who will make the voyage on this wonderful craft, was compelled to pay a 50 per cent premium on his passage money."

Henry B. Harris was born in St. Louis, Mo., December 1, 1866. At an early age he entered the employ of his father who was associated with a theatrical firm. In 1901 he became an independent theatrical manager, presenting Robert Edeson as a star. Since then he had made and lost several fortunes, but of recent years he had produced few failures in proportion to his successful productions.

At the present there are three successful plays running under the Harris management in New York, while Rose Stahl, Helen Ware and Frank McIntyre are playing in other cities under the Harris banner.

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and said we had hit an iceberg—but that it did not amount to much. I said I was nervous. We went on deck for a walk. More people said the accident was of no importance. It would only delay our arrival.

"I was afraid and made my husband promise if there was trouble he would not make me leave him. We walked around the deck a while. An officer came up and said:

"All women into the lifeboats." My husband and I discussed it, and the officer said: "You must obey orders." We went down into the cabin and we decided on account of our baby to part. He helped me put on the warm things. I got into a boat, but there were no sailors aboard. We called to the ship that there were no men in the boat. They sent a sailor down. An English girl and I rowed for four hours and a half. Then we were picked up at 6 o'clock in the morning. We were well away from the steamer when it went down, but we heard the screams of the people left on the boat.

"There were about seventy widows on the Carpathia and all were wonderfully brave. The captain of the Carpathia and the passengers did all they could for us. Mrs. Harris said my husband and Mr. Harris and Mr. Douglas lowered the last boatload of women. All three were perfectly calm. All the officers of the Titanic acted wonderfully. The steward asked, 'Why don't you get a life preserver?' He replied, 'I don't think there will be enough to go around. The hours and it was with great regret that I saw the Titanic go down.'

George A. Braden (the passenger list George Braden), told how Captain Smith met his death.

"The first crash," said Miss Allen, "came at 11:45 p. m. I am sure of two things. One, he was away from the ship, and as it passed where I was in the water, having plunged overboard after the lifeboats had been launched.

Major Archibald Murray went two miles away from the Titanic when it was struck, but before she could tell more she was huried away.

Mrs. Churchill Candee of Washington, D. C., was taken from the Carpathia with both legs broken. She was hurried to a hospital. Mrs. Candee said she received her injuries while getting into a lifeboat. Most of the men said she declared she was picked up from the water, having plunged overboard after the lifeboats had been launched.

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CAPTAIN TELLS HOW HE RUSHED TO THE RESCUE

Commander of Carpathia, though Under Great Strain, Narrates Story of Wireless Call From Titanic.

THANKS GOD THAT HE RESCUED MANY

Four Members of the Titanic Crew Frozen to Death in Lifeboats and Buried at Sea From Carpathia.

(BY R. N. ROSTROM, CAPTAIN OF THE CARPATHIA.)

NEW YORK, April 18.—I am yet make a connected statement. I have gone through much since I received the ship the first distress call of the Titanic that a complete narrative is possible. I was between fifty and miles away from the Titanic when the first call for help. The ship came up and said:

"The silence after the first frantic appeal for relief was ominous to me. Marconi sent out rays that straggled in vain, but there was no response whatever to any of our inquiries. The Carpathia around the position the poor Titanic's aerogram said she occupied. Engines were put at top speed.

The silence of the air so far as Titanic was concerned made us as we sped on our way to the rescue. I realized what it meant and on we sped. Our stolen work harder. When the first daylight came and I knew we still miles from the spot of the tragedy, I felt as if we would arrive late to be of any service.

Lifeboats Sighted.

When, however, after all we sighted the first lifeboat filled with women and children and eight strong-armed and brave-hearted men of the Titanic's crew, I realized that I could at least save a few human lives. I was too busy for the next hour to recall just what what occurred. I was wholly set upon saving lives of the people who crowded the boats.

The sea was calm. There was a ripple upon its face. Great floes were crunching down from north. In the distance several shimmered like mirrors. Why the boats were not crushed by the moving ice floes I could not understand. The sixteen boats were first nearly all women.

I remember that it occurred to me that the good God had called their murder by His elements.

We got aboard the Carpathia human being in the lifeboats of Titanic. Every officer and member of our crew stood by like the loyal lads they are, and did their duty.

My mind is in no condition to tell you much more of what I saw and felt during the two hours of the rescuers.

We took aboard 70